
APPENDIX F

SURVEY OF PUBLIC COMMENTS RECEIVED

Public involvement throughout the planning stages of this study resulted in hundreds of comments received at two open houses, the Stakeholder Advisory Committee meetings, Speaker's Bureau (presentations to neighborhood groups and businesses), letters, e-mail, and phone.

The following is a survey of comments provided by the public as well as businesses and community organizations along the corridor during the course of the SR 99 North Corridor Study. These comments are organized by study focus area and improvement topic. Public comments were received at open houses, Stakeholder Advisory Committee meetings, business meetings, neighborhood/community meetings, as well as by email, telephone, fax, and U.S. Mail.

South Focus Area (North End of the Battery Street Tunnel to N. 50th Street)

The following is a survey of comments provided by the public as well as businesses and community organizations for the South Focus Area.

Aurora Bridge (George Washington Memorial Bridge)

- ◆ Provide wider sidewalks, preferably 8 to 10 feet wide.
- ◆ Safety concerns about existing pedestrian facility and a suggested pedestrian tunnel underneath the Aurora Bridge.
- ◆ Look at solutions regarding head-on collision risks.
- ◆ Add a narrow median barrier.
- ◆ Retrofit the bridge.
- ◆ Reduce bridge speed to 25 mph and provide better speed enforcement.
- ◆ Aurora Bridge improvements should be first priority.
- ◆ Create a conceptual plan for restructuring the Aurora Bridge to retain walkways, while widening traffic lanes on the bridge to accommodate larger transit vehicles, and providing a permanent divider between on-coming lanes.

- ♦ If keeping high sidewalks on the Aurora Bridge please provide ramps up to them at the four corners.
- ♦ Widen the bridge to 70 feet.
- ♦ Do not add sidewalks underneath deck - they would be a security and a crime risk.
- ♦ Keep current auto lane widths.
- ♦ Add middle barrier to prevent head-ons.
- ♦ Pedestrian tunnel under the bridge = no safety.
- ♦ Suspended bicycle/pedestrian paths below Aurora Bridge roadbed are safest and most efficient option.

Access

- ♦ Modify side street access in the vicinity of N. 38th Street, including improvements for freight access.
- ♦ Add a northbound drop lane to Bridge Way N.
- ♦ Look at east/west bicycle access across Aurora (specifically at N. 38th, N. 40th, N. 46th streets).
- ♦ Improve northbound ramp connections to and from Aurora Avenue to N. 38th, N. 46th, and N. 50th Street interchanges.
- ♦ Improve access to Aurora Avenue southbound at N. 50th Street.
- ♦ Provide better east/west access at Aloha Street, Roy Street, and Denny Way of Dexter where impacted, which would widen the bicycle lane.
- ♦ Don't close the southbound exit onto Raye Street; convert the right curb into a merge/right-turn only lane north of Raye Street.
- ♦ Don't build new add/drop lane south of Halladay intersection northbound; instead convert curb lane to drop lane.
- ♦ The problem is the on-ramp length, off-ramp length, and blind entrances/exits, not the posted speed limit.

Non-Motorized

- ♦ Look at improvements to make biking along Aurora more hospitable.

- ◆ Develop an exclusive bicycle crossing in the vicinity of N. 43rd Street.
- ◆ Do build an overpass at Galer; look at building the overpass across Aurora to complete the Interurban Trail connection.
- ◆ Build overpass further north in closer proximity to Aloha Inn.
- ◆ Look at continuous pedestrian walkways on both east and west sides of Aurora.
- ◆ Efforts should be made to accommodate additional vehicular traffic on northbound Dexter Avenue (due to southbound Aurora/exit at north Queen Anne detour). The existing bicycle lane has inadequate width for parked car doors and for the large number of cyclists (and associated passing). Improvements can include removal of curbside parking on the east side.
- ◆ A bicycle lane/path could run alongside, preferably following Interurban Trail route.
- ◆ Improve safety and convenience for pedestrians and bicyclists at Aurora Ave. N. crossings.
- ◆ Make bicycling on sidewalk safer across bridge.
- ◆ Develop an exclusive bicycle/pedestrian crossing on Aurora in the vicinity of N. 43rd Street.

Other Safety Issues

- ◆ Concerned about safety by Canlis Restaurant.
- ◆ Don't want trees out of the clear zone.
- ◆ Provide better directional signage.
- ◆ Install transit stops on Aurora Avenue at Bridge Way N.
- ◆ Improve sight distance and merge lane geometrics at N. 50th Street.
- ◆ Look at clear zones and vehicle/pedestrian conflicts.
- ◆ Install traffic calming measures on residential streets that lead to the N. 38th, N. 46th and N. 50th Street intersections.
- ◆ Provide additional speed limit enforcement.
- ◆ Address safety concerns in the Halladay Street/Raye Street area.

- ♦ Provide better security for pedestrian undercrossings.

Transit

- ♦ Add a bus stop in front of Aloha Inn.
- ♦ Install transit stops on Aurora Ave at Bridge Way N.
- ♦ Add bus lanes between N. 50th Street and the Aurora Avenue Bridge.
- ♦ Put in a southbound bus lane between N. 46th Street and the Aurora Bridge
- ♦ Consider bus rapid transit along the entire length of the corridor.

Mobility

- ♦ Study Bridge Way N. to address auto, truck, and bicycle flow.
- ♦ Look at add/drop lane on Bridge Way at N. 38th/39th Streets and/or a transit-use only lane.
- ♦ Redesign the southbound Fremont Avenue on-ramp to better connect to the Aurora Bridge.
- ♦ Concerned about northbound traffic overflow.
- ♦ Look at an add/drop lane at Raye Street.

Other

- ♦ Make sure project improvements meet the American's with Disabilities Act (ADA) guidelines.
- ♦ Need signage marking the exit to Fremont.
- ♦ Need better signage for the N. 39th Street exit.

Central Focus Area (N. 50th Street to N. 110th Street)

The following is a survey of comments provided by the public as well as businesses and community organizations for the Central Focus Area.

Access

- ♦ Space business driveway accesses at 50 feet.
- ♦ Eliminate driveways where possible, especially if there is access through a side street (i.e., PCC Market and Oak Tree).
- ♦ Add a southbound left-turn lane at Winona Avenue.
- ♦ Eliminate the left-turn at N. 77th Street.
- ♦ Create right-turn only lane at intersections close to N. 85th Street along with signage and/or barrier.
- ♦ Maintain on-street business parking.
- ♦ Eliminate all parking along Aurora/SR 99 North, especially when LOS falls below LOS C.
- ♦ Look at the current circulation problems related to Nesbitt Street because motorists cannot presently turn left onto it.
- ♦ Keep the current dedicated two-way left-turn lanes.
- ♦ Limit left-turn lanes along SR 99 North to existing signalized intersections and provide appropriate U-Turn designations.
- ♦ Look at pedestrian access all along Aurora.
- ♦ Reduce the amount of continuous, two-way, center-turn lanes on Aurora. This will enhance pedestrian safety.
- ♦ The current two-way left-turn lane along Aurora is critical to many small businesses.
- ♦ Identify priorities for limiting or consolidating access driveways along Aurora.
- ♦ Ramp the west side of the pedestrian bridge across Aurora at about N. 103rd Street.
- ♦ Access is important near N. 107th Street.

Medians

- ♦ Additional medians will hurt businesses.
- ♦ Add low profile vegetation in medians.
- ♦ Keep center median open for turning vehicles.

- ♦ Too many road barriers destroy the look of the street.
- ♦ No medians.
- ♦ Medians are fine.
- ♦ Medians on SR 99 North encourage drivers to go into neighborhoods and go around the block.

Non-Motorized

- ♦ Create “key pedestrian street” locations on Aurora between W. Green Lake Drive N. and N. 85th Street.
- ♦ Pedestrian crossing at N. 92nd Street is unnecessary.
- ♦ Consider installing a signalized pedestrian crossing at N. 92nd Street.
- ♦ Add a pedestrian underpass at N. 95th Street.
- ♦ Limit pedestrian crossings to one per five-block segment and, if possible, provide an underpass instead.
- ♦ Add a ramp to the west side of the existing pedestrian bridge at N. 103rd Street.
- ♦ Consider installing mid-block crosswalks and restricting access to selected side streets between N. 84th Street to N. 110th Street.
- ♦ Discourage bicycle use on Aurora.
- ♦ Bicycle facilities along SR 99 North should be minimal considering the proximity to the Interurban right-of-way and the speed of the traffic.
- ♦ A bicycle route should be established along Westlake to the Fremont Bridge and then north along Stone Way to Green Lake, under the SR 99 North underpass north of Woodland Park, up Linden Avenue to 85th Street, and along Interurban right-of-way from 85th to Colby Street in Everett.
- ♦ Speed limit signs in the Green Lake area should be moved so their relationship with the pedestrian crosswalk makes more sense.
- ♦ Please upgrade pedestrian crossing signal around N. 70th and SR 99 North to actually work when you push the button.
- ♦ N. 77th Street light is an important light for bicyclists.
- ♦ Consider a pedestrian bridge at N. 80th Street and Aurora.

- ♦ Aurora is not a bicycle street.
- ♦ Improve pedestrian safety features along the high accident locations.
- ♦ Require pedestrian right-of-way lighting.
- ♦ Please improve safety along Aurora.
- ♦ Please make it easier and more pleasant for people using the bus or walking.

Sidewalks

- ♦ Add sidewalks to conform to the existing ones.
- ♦ Require developers to install at minimum ten-foot-wide sidewalks extending through the Aurora Avenue frontage of their property.
- ♦ Sidewalks are not used much even when good.
- ♦ Do not put trees in sidewalks.
- ♦ Install sidewalks, curbs, and gutters along the entire length of Aurora Avenue N. on both sides.
- ♦ Make sure sidewalk project improvements meet ADA requirements.
- ♦ Do not narrow existing sidewalks from their current width.
- ♦ Continuous, illuminated pedestrian facilities encourage a flow of lawful pedestrians and make crime suppression measures more practical.
- ♦ Ensure that the utility posts are not placed in the sidewalk right-of-way.
- ♦ Repair current sidewalks.

Other Safety Issues

- ♦ Landscaping should be low-growing shrubbery.
- ♦ Support education and law enforcement activities that reduce alcohol consumption.
- ♦ Problem with drug dealers standing on the road barrier.
- ♦ Remove trees between N. 80th Street and N. 85th Street.

- ♦ Improve signage, lighting, increased vegetation, and place street furniture between 84th Street to 110th Street.
- ♦ Place benches, planters, and improve lighting at Winona Avenue.
- ♦ Provide better law enforcement.
- ♦ Don't focus on traffic calming; speeds should be maintained at 50 mph.
- ♦ Provide shelters, benches, lighting, curb ramps and wheelchair pads, litter receptacles, at N. 105th Street.

Mobility

- ♦ Eliminate the following signals: N. 77th, Green Lake Way, Evergreen-Washelli, and Home Depot.
- ♦ Signal phasing improvements for side streets.
- ♦ Do not support bus-only lanes if converting it from a general-purpose lane.
- ♦ Concerned that getting across Aurora will take longer with improved north-south Aurora corridor movement.
- ♦ Add protected left-turn signal phase at N. 90th Street.
- ♦ Add eastbound to northbound protected left-turn signal phase at the SR 99 North/Winona Avenue intersection.
- ♦ Improve traffic flow at the intersections of Aurora Avenue and Winona Ave N.
- ♦ Study and provide a protected left-turn phase off of Aurora Ave N. northbound at Winona Ave to allow a safe left-hand turn.
- ♦ N. 50th Street to N. 72nd Street doesn't need three lanes northbound.
- ♦ At the crosswalk between N. 68th Street and N. 70th Street, it defies all logic that speed limit increases north of it rather than south.
- ♦ Extend left-turn lanes at N. 85th Street.
- ♦ Add right-turn lanes, especially eastbound on N. 85th Street.
- ♦ Don't take away my left-turn lane along N. 88th Street.
- ♦ The time signal at 90th Street is too short for the volume of east-west traffic.

- ♦ Consider installing a signal that will allow only left turns in all directions at the traffic light on N. 90th Street.
- ♦ Need a stoplight at N. 95th Street at the metro bus stop.
- ♦ Too much traffic on SR 99 North
- ♦ Coordinate signalization on Aurora Avenue and intersecting arterials.
- ♦ Need dedicated HOV lanes at least in peak direction during peak commute times. Faster bus service attracts more riders.

Parking

- ♦ Don't take away our on-street parking on Aurora—many businesses won't be able to survive.
- ♦ Parking is fine but not for rush hour traffic.
- ♦ Concerned about losing parking during non-peak hours.
- ♦ Where possible, get added roadway space by removing parking.
- ♦ Let's remove as much parking as possible from Aurora and make them bus-only lanes.
- ♦ Enforce all peak hour on-street no-parking zones.

Transit

- ♦ Don't take away general traffic capacity for unneeded bus lanes.
- ♦ General traffic capacity should not be reduced on Aurora to give precedence to empty buses.
- ♦ Establish a primary transit corridor and stations using Aurora as a high capacity rapid transit corridor.
- ♦ No HOV lanes in the entire Green Lake Area.

Landscaping

- ♦ Planting trees along the street will disrupt visibility for people and drivers.
- ♦ Big trees lift the sidewalks and create hazards for pedestrians, wheel chair users and baby carriages.

- ♦ We recommend low growing drought resistant shrubbery along Aurora.
- ♦ It does not seem prudent to plant trees in the median since the objective is to maximize the traffic lanes.
- ♦ Street trees have nothing to do with safety and inhibit business visibility.
- ♦ Do not put landscaped medians on Highway 99.
- ♦ Provide for large canopy trees in the center median planter strips. The visual impression of large trees slows vehicular speed.
- ♦ Plan and install thematic streetscape improvements (i.e., directional signage, low level lighting, vegetation, street furniture, and public art).
- ♦ Plant street trees at Aurora Avenue N. and Winona Avenue.
- ♦ Place benches, hanging flower baskets, planters, and decorative light posts at the intersection of Aurora Avenue N. and Winona Avenue N.

Other

- ♦ Placement of street furniture should be at the discretion of property owners.
- ♦ Please do not dictate cookie-cutter modifications that will seriously disrupt the business access and visibility, increase traffic in adjacent neighborhoods, and destroy the balance between efficient travel corridor and successful business center that Aurora is today.
- ♦ Would like to see rail transportation parallel to Aurora.
- ♦ Need to serve the disabled and low-income resident and workers in the best way possible.
- ♦ Don't be afraid to enforce speed limits. Slower=safier and quieter.
- ♦ Actively enforce laws regarding speeding, lights, and reckless/aggressive driving during rush hour.

North Focus Area (N. 110th Street to N. 145th Street)

The following is a survey of comments provided by the public as well as businesses and community organizations for the North Focus Area.

Access

- ♦ Space business accesses at 50 feet.
- ♦ Eliminate driveways where possible, especially if there is access through a side street.
- ♦ Look at work done in SeaTac, Des Moines—limiting two-way left-turns, sidewalks, focusing business access.
- ♦ Look into the possibility of U-Turns in this section of SR 99 North.
- ♦ Keep the current dedicated two-way left-turn lanes.
- ♦ Limit left-turn lanes along SR 99 North to existing signalized intersections.
- ♦ Connect the Home Depot driveway to N. 115th Street.
- ♦ Provide access to Sam's Club parking lot from street to the north (near 135th).

Medians

- ♦ Add low profile vegetation in medians.
- ♦ Keep center median open for turning vehicles.
- ♦ Center turn-lane is a real problem.
- ♦ Install median planting strips from N. 105th Street to N. 145th Street.
- ♦ Raise Jersey barrier where it exists by two feet so no one will want to climb over it.
- ♦ No new medians. They will hurt business - many won't be able to survive.

Transit

- ♦ Improve speed and reliability of transit service.
- ♦ Transit should be high priority, in particular the transit lane from N. 85th Street to N. 145th Street.
- ♦ Don't take away our general traffic capacity for unneeded/empty bus lanes.
- ♦ If we get transit moving faster, more people will take it.
- ♦ The existing transit lane is the real accident problem.

Landscaping

- ♦ Street trees have nothing to do with safety and inhibit business visibility.
- ♦ Concerned about trees in the median; attractive care of them is an issue. Too congested for the aesthetic gain.
- ♦ Plan for putting in underground wiring.
- ♦ Provide for street tree placement between sidewalks and curb.

Non-Motorized

- ♦ Provide for street tree placement between sidewalks and curb to protect pedestrians.
- ♦ Install concrete curbs and curb ramps from N. 115th Street to N. 145th Street.
- ♦ Lengthen the pedestrian crossing times at N. 125th Street.
- ♦ The N. 130th Street overcrossing is not being used. Provide illuminated signage and shrubbery to direct pedestrians to identified crossings.
- ♦ Keep N. 130th Street pedestrian overpass; people use it!
- ♦ Add a pedestrian activated signal at N. 140th Street.
- ♦ Need pedestrian activated signals.
- ♦ Limit pedestrian crossings to one per five-block segment, and if possible, provide an underpass instead.
- ♦ Bicycle facilities along SR 99 North should be limited considering the proximity to the Interurban right-of-way and traffic speed.
- ♦ A bicycle route should be established along Westlake to the Fremont Bridge and then north along Stone Way to Green Lake under the SR 99 North underpass north of Woodland Park, up Linden Avenue to 85th Street, and along the Interurban right-of-way from 85th Street to Colby Street in Everett.
- ♦ Bicycles do not belong on Aurora at all.
- ♦ Remove ADA, pedestrian, and bicycle impediments on Aurora at or near N. 110th Street.
- ♦ Consider underpasses or overpasses at N. 130th Street, N. 140th, and/or N. 145th streets.

- ♦ Improve warning lighting and street striping at N. 145th Street.
- ♦ Pedestrian underpasses are unacceptable for safety reasons; this is an active drug/prostitution zone.

Sidewalks

- ♦ Add sidewalks that conform to the existing ones.
- ♦ Bring walkways up to code.
- ♦ Establish sidewalk width guidelines with developers so there is width continuity between new sidewalks and old sidewalks.
- ♦ Correct sloping driveway aprons so that sidewalk users can maintain level ground.
- ♦ Install sidewalks, curbs, and gutters along the entire length of Aurora.
- ♦ Build out sidewalks as right-of way permits.
- ♦ Design and construct a primary network of concrete sidewalks to include curbs, curb ramps, and gutters and planting strips on both sides of Aurora Avenue from N. 105th Street to N. 145th Street.
- ♦ Put in proper drainage and pervious, continuous pedestrian walkways with a curb cement barrier for safety from traffic, especially north of N. 85th Street to N. 145th Street.
- ♦ Recommendations of in-fill sidewalks, beginning on the west side of Aurora between N. 130th Street and N. 145th Street.

Other Safety Issues

- ♦ Support education and law enforcement activities that reduce alcohol consumption.
- ♦ Landscaping should be low-growing shrubbery.
- ♦ Consider installing low-pressure sodium lights to discourage prostitution.
- ♦ Consider motion sensor sprinkler systems and/or sporadically sprinklers to minimize criminal activity.
- ♦ Look at location of drinking establishments in relation to High Accident Locations.

- ♦ Improve signal phasing and turning movements.
- ♦ Provide more law enforcement.
- ♦ Don't focus on traffic calming; speeds should be maintained at 50 mph.
- ♦ Provide shelters, benches, lighting, curb ramps and wheelchair pads, litter receptacles at N. 115th Street, N. 130th Street, and N. 145th Street.
- ♦ At N. 115th, N. 125th, N. 130th, N. 132nd, N. 135th, N. 137th, N. 140th, and N. 145th streets add concrete curbs and curb ramps.
- ♦ On the west side of Aurora near Rite Aid along N. 125th St and N. 130th Street, newspaper boxes block view; can't see to merge.
- ♦ Make sure that curb lane railings can stop a bus.

Mobility

- ♦ People depend on Aurora as a driving alternative to I-5; don't put more buses on it.
- ♦ Do not support bus-only lanes if converting them from general-purpose lanes.
- ♦ Convert one lane in each direction to BAT or HOV.
- ♦ The symbol for "transit only" lanes should be different from HOV lanes. Many look at the symbol and assume it means high occupancy vehicle.
- ♦ Change bus diamond lane to allow vehicles.
- ♦ Create more left-turn lanes to reduce rear-end accidents north of N. 125th Street.
- ♦ Put a left-turn lane between N. 125th Street and N. 127th Street to take care of the new Krispy Kreme and Jack-n-Box traffic and for accident reduction in area between N. 125th Street and N. 130th Street.
- ♦ Place a signal on the north side the N. 130th Street pedestrian overpass since the overpass obstructs the view of the signal to southbound traffic.

Parking

- ♦ Is any consideration being given to creating parking garages along SR 99 North?
- ♦ Don't take away our on-street parking on Aurora.

- ♦ Maintain on-street business parking.
- ♦ Eliminate all parking along Aurora/SR 99 North, especially when service falls below LOS C.

Other

- ♦ Allowance for some property-side landscaping only with cross-section redevelopment.
- ♦ Make sure improvements don't cause traffic to move onto residential streets.
- ♦ Concerned about this study paralleling the Shoreline Study.
- ♦ Consider raising the corridor and putting retail businesses underneath.
- ♦ Make sure project improvements meet the ADA guidelines.
- ♦ Need for logical redevelopment.
- ♦ Placement of street furniture should be at the discretion of property owners.

NOTE: A complete database of all of the public comments received is available from the WSDOT Planning and Policy Office at (206) 464-1260.

